

ST. JOHN, N. B., SATURDAY, MAY 25, 1901.

The Buffalo street railroad officials express confidence in their facilities for handling Pan American crowds this summer.

New tracks have been laid on Elmwood Avenue north of Forest Avenue, and near the West Amherst gate passenger depots have been erected and switches put in. The officials have been kept busy arranging routes and schedules. Extensive accommodations for handling large traffic are now ready at the East and West Amherst Gates.

A new line, running direct to the grounds has been opened. This line, called the Jefferson, starts from the Erie and Central Stations and proceeds to the grounds via Jefferson and Main streets, Florence, Parkside and Crescent Avenues, unloading at the east gate. Other lines will be placed in operation as soon as the officials feel that this is justified by the traffic.

The Terminal station, where the trains of the different steam railways discharge their passengers at the north of the Exposition grounds, permits of every facility for passengers who will be landed there. Eight tracks have been laid and there are five covered platforms, so that a number of different trains can be run into the station at the same time, and this will often occur, as several roads come into the station, and on big days during the summer when there are many excursions, the traffic at this point will be very heavy. It is but a few steps from this station through the Railway Exhibits building and the great arches of the Propylaea to the beautiful Plaza whence the visitor entering from the north obtains his first general view of the Exposition.

Excellent facilities for getting about the grounds are provided. The wheel chairs, pushed by guides, most of whom will be college men, afford an easy method of seeing the Exposition for those who can afford that means of transportation. The rates for their use are much lower than at previous Expositions.

There are three hundred chairs available at present and as many more as is necessary to provide for the people, will be added. It is hoped that six hundred or seven hundred may be in use during the busiest part of the summer.

The chairs are a great improvement in many ways over those used at Chicago. They have ball bearings, rubber tires, and a spring gear, making them very comfortable as a means of locomotion.

All the leading Universities will be represented among the guides who push the chairs. Applications have been received from over 3,000 college men to act in this capacity, so there is no difficulty in providing for any amount of business.

The uniform selected by the Director General in a dark blue suit, decorated with red braid; and an automobile cap with red trimmings and a nickel badge.

The wheel chairs will go outside the gates if their patrons desire, and afford every facility for seeing the Fair in the easiest possible way.

There will be stations at each of the gates—seven have already been provided for. Besides this there will be movable stations that will be placed at those parts of the grounds where the crowds are likely to be greatest.

Rate Card.

Use of a chair with the service of a Guide for one (1) hour, fifty cents (\$.50)

Use of a chair without Guide, for one (1) hour, twenty-five cents (\$.25.)

No chair is rented for less than one (1) hour and fractions of an hour less than thirty (30) minutes are considered as one-half (1/2) hour.

Day Rate.

Use of a chair and service of a Guide for a day of eight (8) hours, three dollars and fifty cents. (3.50)

Miniature Railway.

The miniature railway affords not only an interesting feature for the children who like to ride for the sake of riding, but affords also a convenient way of getting from place to place about the grounds. Especially convenient in this respect is the stretch of track that runs from the East Amherst gate, past the Six Nations stockade, back of the Ordnance exhibit, to the art gallery and the Approach.

One line of this railway runs from the north side of the Indian Congress on the Midway, back of the various concessions, along the west fence to a station at the West Amherst gate.

From another station on the north side

Pan-American Exposition

How to Get to and About Buffalo— Brief History of the Fair.

of the Mall at the same gate, the line runs to a point near the Termini Station and railway Exhibits Building.

Another transfer station is here, from whence the line runs to the north side of the East Amherst gate.

Details of operation of the road are not yet quite completed. Additional lines may be laid out; but the railway promises to be an efficient means of transportation between points on the border of the grounds.

The miniature engine is complete in every detail and will be an interesting study for railroad men. The cars all have ball bearings and many of them a canopy top, and they are lighted by electricity. Each car carries from four to eight persons and about ten cars constitute a train. The engines are 38 inches high, burn hard coal, are capable of pulling twenty five tons and of running at the rate of twenty miles an hour.

The miniature railway track is 15 inches wide. A five cent fare will take one person over one line and twenty cents will enable one to make almost a complete tour of the grounds.

The line from the Indian Congress to the West Amherst gate is already running as is the line running south from the East Amherst gate, going to the Art Gallery and the Approach. The others will soon be in order.

Besides the rolling chairs and the miniature railway, the electric launches which will ply on the Grand Canal of the Exposition and the gondolas also afford a convenient as well as pleasant form of journeying from one part of the grounds to another.

Venetian Gondolas and Gondoliers.

The gondolas of Venice will afford a very pleasurable means of getting about the grounds. There will be no stations in the canal, where tickets may be purchased.

1. Near the Horticulture Building.
2. Near the Mines.
3. Near the West Pergola on the Esplanade.
4. Near the East Pergola on the Esplanade.
5. Near the Six Nations Stockade.
6. Near the Government Building.
7. Near the East Amherst Street Entrance.
8. North East of the Tower.
9. North West of the Tower.
10. Near bridge over canal on the West end of Mall.
11. Venice in America—main station.

The round trip may be made in the electric launches or gondolas for 25 cents, or with a stop-over ticket, good for any time during the day of issue, 35 cents.

A gondola and a gondolier may be hired by a party for \$2.00 an hour, and gondola, gondolier, singer and two instrumental musicians for \$5.00.

The gondolas will carry 14 or 15 people and the electric launches 30. There will be ten of each.

Brief History.

Although ground was first broken for the Pan American Exposition on the 26th day of September, 1899, it was not until June 4th of last year that the first timber was raised aloft as the beginning of the superstructure of the first building. Since that day a beautiful city of more than one hundred buildings has sprung into existence. The magic of 20th century methods has wrought a wondrous work in the construction of this beautiful and costly exposition which, on Wednesday, May 1, was formally opened for a six months' festival.

The completed exposition is a distinct triumph for every one concerned in the mammoth enterprise. It may be said to the credit of Buffalo that her citizens have furnished the money for it, receiving no government aid. The entire amount appropriated by the Federal government for this exposition has been expended under the direction of the government board of Federal exhibits exclusively. The New York State appropriation has also been expended under the same conditions. The total cost of the exposition, including the government and state appropriations, the

cost of the Midway and other buildings, is conservatively estimated at \$10,000,000.

The exposition was first proposed by a number of citizens at the Cotton States exposition at Atlanta, in 1895. Its official history, however, began in June, 1897, when a company for its development was organized by several prominent citizens and received the approval of the City, State and National governments. It was at first intended to hold the exposition in 1899, but the Spanish American war caused its postponement to the present year. The preliminary organization was superseded by a larger one with ample capital for the exposition, and, from the time of the re-organization the work has moved forward rapidly. This organization consisted of 25 directors, with the Hon. John G. Milburn as president, Edwin Fleming, secretary, George L. Williams, treasurer, and John N. Scatterd as chairman of the executive committee.

The Hon. William I. Buchanan, at that time United States Minister to the Argentine Republic, was unanimously elected director-general, November 1, 1899. He had previously been the director of Agriculture, Live Stock and Forestry at the World's Columbian Exposition at Chicago. His ability as an organizer and director of a great enterprise was at once manifest, as the work of the Exposition has gone forward without apparent friction or delay. The original plan called for some twenty large exhibit buildings and to these many more have been added. The Exposition plot consists of 350 acres in the northern part of the city, accessible from every direction by electric cars, and having as favorable a steam railway service as could possibly have been chosen. The general architecture of the exposition follows the Spanish Renaissance. The plan was worked out by a board of eight leading architects representing several of the leading cities of the country.

Seeing the Exposition.

The most comprehensive view of the exposition is, perhaps, obtained from the Esplanade from a point a few rods north of the Triumphal Causeway. Here the visitor with one sweep of the eye, may see nearly all of the principal buildings of the Exposition. The Triumphal Causeway, behind him, is a magnificent structure, designed by John M. Carrere, chairman of the Board of Architects. Four tall pylons are connected by swinging cables. The pylons are surmounted by four standard bearers, designed by Karl Bitter, the director of sculpture. The bridge as a whole is intended to express the pride of the American people in their achievements. The standard bearer represents a muscular youth upon a rearing horse. Below him are trophies indicative of feudalism, slavery and tyrannical power, the whole expressing the triumphal struggle of the people of the Americas to free themselves from the institutions of despotic ages and governments. Terminating the buttresses of the piers are four groups of trophies typifying Peace and Power, modeled by Augustus Lukeman. In the niches on the side of the bridge are statues symbolical of Hospitality, Love of Truth, Patriotism, Liberty, etc. On each side of the bridge are fountains of rearing horses and figures clustered about tall poles which carry huge silken flags. The fountain on the east typifies the Atlantic Ocean, and that on the west the Pacific Ocean, with one base uniting the two. The sculptor of these is Philip Martiny. Beneath the bridge are subterranean grottoes modeled after the famous Buttes de Chaumont.

Turning now to the eastern wing of the Esplanade the observer will note the group of three great government buildings, the open space being embellished with sunken gardens, fountains and statuary. At the left, marking the western boundary of the Esplanade, are the Horticulture, Mines and Graphic Arts buildings, this court being, also, decorated with statuary, fountains and flowers. Looking due north, the majestic Electric Tower rises to a height of 409 feet. This tower stands at the north end of the

Court of Fountains and constitutes a very beautiful centerpiece. On the eastern side of the Court of Fountains are the Ethnology, Manufactures and Liberal Arts, and the Agriculture buildings. On the west side are the Temple of Music, Machinery and Transportation, and Electricity buildings. Beyond the tower is the Plaza whose northern boundary is marked by the Propylaea, a very beautiful architectural screen, rich in color decorations and ornamentation of statuary. East of the Plaza is the great Stadium, a mammoth building, having a seating capacity to about 12,000 people. West of the Plaza is the entrance to the Midway, where one may spend days enjoying the multitude of novel entertainments.

The beauty of the picture is beyond the power of anyone adequately to describe, for no words can convey to the mind the glorious result of the combined efforts of the architects, the sculptor, the landscape gardener, the colorist, and the electrician. They have all worked harmoniously to produce a set picture upon such a magnificent scale as to dazzle and delight every beholder.

Upon the pinnacle of the tower stands a graceful figure in gold called the Goddess of Light, presiding over the Exposition and looking abroad over its many beautiful features. In her upraised right hand she carries a torch while with her left she points to the beautiful scene below. The face of the tower is studded with myriads of electric lights. One does not realize its mammoth proportions until he looks at it from a near point

of view. The main body of the tower is 80 feet square, with two wings, each 110 feet high, extending from the east and southward and enclosing a semi-circular court. From its southern face gushes a cascade, at a height of 70 feet. At a height of 110 feet is a fine restaurant. Elevators will carry visitors to various heights in the tower.

The State and Foreign buildings are situated in the southwest part of the grounds. Nearly all the governments of the Western Hemisphere are represented, either in buildings of their own, or have creditable exhibits in the various exhibit divisions. Several of the States have fine buildings of their own and all of the important states are represented by special exhibits in the Agriculture, Mines and other buildings. The Live Stock division occupies seventeen pavilions, covering about 10 acres of land. A special building has been erected for a model dairy and a commodious building is used for dairy exhibits. The division of agricultural machinery occupies extensive exhibit space beneath the seats in the Stadium. Two special buildings have been erected in the southeast part of the grounds for a commercial ordnance exhibit. Between the two buildings is a model of a Gruson turret 52 feet in diameter. This is so arranged that the visitor may go inside and note the construction of this form of the seacoast defense fortification. The exhibit of big guns by the United States Government is one of the very interesting features of the Exposition.

The arrangement of the various Exposition buildings is such that one may that one may save a great deal of time, as well as effort, in seeing the exhibits. The arrangement is very compact and one may go from building to building and enjoy himself thoroughly as he goes.

The Fine Arts building is about 1,000 feet south of the government buildings and contains a fine collection of the best works of American artists. The forestry building and contains a fine collection of the best works of American artists. The forestry

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